

CEBU HARBOR, VISAYAS ISLANDS, P. I.

Where Secretary Taft and his party are to-day.



WITH THE TAFT PARTY.

On the Way from Honolulu to Yokohama—Sports Aboard Ship.

(From an Occasional Correspondent of The Tribune.)
Yokohama, July 24.
Hawaiian hospitality put practically half the Taft party in the hospital, for on the day following the departure from Honolulu only a slender majority of its members appeared at meals or on deck. It took nearly twenty-four hours of rest and consultation with the ship's physician to restore digestive harmony and permit a renewal of the games and other pastimes of the trip. They all declared, however, that the visit to the "Paradise of the Pacific" was well worth the uncomfortable aftermath, as it was an experience never to be forgotten.

Honolulu's welcome to the party was of the generous and cordial kind that always characterizes its efforts to entertain visitors, and no detail was omitted that could add to their pleasure. The reception committee was made up of representative men and women of the islands, and in the absence of Governor Carter, Acting Governor Atkins was chairman and the mayor of Honolulu presided generally. When the Manchuria arrived in port the committee took charge of the party and did not leave it until anchor was weighed at the end of the strenuous day. Numerous trips and entertainments had been planned and coaches were in readiness to carry the visitors to the various points of interest in the neighborhood of Honolulu.

The streets of the city were ablaze with color, and as the party drove through the main thoroughfares the sidewalks from curbs to building lines were packed with cheering crowds. Six miles up the beautiful valley of Nuuanu is the Fall, a cliff 1,000 feet above the level of the sea, and commanding a magnificent view of the surrounding country. It was from this cliff that the enemies of an ancient king precipitated themselves to the sea, rather than fall into his hands. It is said that they chose much the easier death. The splendid panorama spread out before the visitors from the top of the Fall was of a rare beauty. The great expanse of water, the deep and lasting impression on the party, the view of the city, the surrounding country, the valley, through enchanting, tropical scenery, drove the visitors, headed by Secretary Taft and Governor Carter, to the top of the cliff. The train which was to take them to the Honolulu plantation, where for the first time in their lives they saw the methods employed in the manufacture of sugar, Hawaii's chief export.

Luncheon was served at the Royal Hawaiian Hotel, which had been transformed into a veritable dining hall by the housewife. From the tables, strewn with thousands of sweet smelling blossoms, rose the broad, breeze swept piazzas of the hotel, and all semblance of woodwork was blotted out with branch and spray and fruit and flowers. Each arched doorway leading from the main dining room to the piazzas was bordered with spreading palm leaves, the leaves of two plants, huge bunches of bananas and strings of pineapples. From the balconies hung rich clusters of Hawaiian fruit, pineapples, ripe, tempting and delicious; mangoes, golden, yellow, crimson and purple; pears, deep green and purple black; figs from the slopes of the Punch Bowl, another Hawaiian paradise; grapes from the same sunny hillside; mountain apples, crimson red; oranges, lemons, pineapples, papayas, guavas, and other tropical fruits.

Several of the party greatly enjoyed surf bathing at Waikiki Beach, which is regarded as the finest in the world; while others, particularly members of Congress interested in naval and insular affairs, made a trip to Pearl Harbor and the troops. The party returned to the hotel, where the housewife presented an explanation of the proposed improvements. The site of the hospital, the barracks on the mountain side, the new road to the naval station were taken up in detail. The time for dinner had been set for 5:30, and it was necessary to leave promptly so that the ship could work her way out of the narrow, tortuous channel before the sun set. The gangplank was raised and the Manchuria was crowded with the party. Representative and Mrs. G. W. Smith, Illinois, carried the party to the hotel. They presented the excuse of a trolley car, which they begged to be taken on board, Captain Saunders, but finally told them to charter a launch to take them along the coast and he would pick them up. This was done, and the party was taken to the hotel. Senator Warren was accused of proposing marriage to the fair plaintiff and of then trying to back out of the contract. The prosecution contended that the Wyoming Senator had told their client that he was worth \$2,000,000, and that of his nine ranches she could have at least thirteen if she would be his. They declared that the senator was worth the Senator's alleged fortune to be compelled to live in Wyoming, and asked that the jury assess damages to the full amount of whatever he might be worth.

The defense was that the Senator had proposed to every woman on board, married or single, and that as this habit of his was well known, the plaintiff should not have accepted his attentions seriously. They also put in a plea of insanity. The witnesses were Mrs. Newlands, Mrs. Parsons, wife of the Representative; Miss Boardman, Mrs. Driscoll, Colonel Edwards and several others. The testimony showed that Senator Warren confined his attentions to no particular woman, but proposed with confusing regularity to whoever he might meet on the ship. He was not, however, particularly warm in the tropical sun, were introduced and identified as having been received by Mrs. Parsons, Mrs. Newlands, Miss Boardman, Mrs. Driscoll and Mrs. Metcalf. As they were read with dramatic effect by the witnesses the big crowd was fairly convulsed with laughter. When Senator Warren took the stand in his own defense he admitted that the letters were incredible, appropriate and creditable to him, but he could not remember having written them.

For nearly two hours the fun waxed fast and furious. The brightest talent of the party took part, and dignity was cast to the winds. The jury found the defendant guilty as charged, and sentenced him to be hanged by the neck from the yard arm of the ship. The party went to bed late, tired but happy, to wake up bright and early the next morning in the harbor of Yokohama, where a royal welcome awaited them.

MR. TAFT AT ZAMBOANGA.

All Moro Tribes Represented in Welcome to the Party.

Manila, Aug. 20.—Advice from Zamboanga says that great demonstrations were made there in honor of Secretary Taft and his party. All the tribes in the Moro provinces and the leading datus were represented. There was a procession, a drill by Moros and native dances. At night there was a dance at the Army and Navy Club, and a reception was given by the Mindanao Club. The 20th Infantry led the parade. Hundreds of school children sang in English. The Logan has sailed for Jolo.

Private dinner parties were popular aboard ship, and on the Saturday evening before reaching Yokohama Mr. Acker entertained in honor of the twenty-first birthday of Stuyvesant Fish, Jr., who is with the party, but will leave it at Manila, to continue his trip around the world. Those at the table were Miss Roosevelt, Miss Robeson, Mrs. Higgins, Miss McCall, the Misses Taylor and Messrs. Acker, Fish, Thomas, Reburn, Hobart, Westmore, Noyes and Chapin. Miss Roosevelt showed a keen enjoyment of the occasion, as did all who attended, and hearty congratulations were extended to the stalwart son of the American financier.

On Sunday evening Mr. Coolidge, of Boston, gave a "Harvard dinner," which was attended by Secretary Taft, Representatives Foran and Longworth and Messrs. Cary, Hays, Parsons, Hobart, Stillman, Jack and Woods. The table decorations were of crimson, and college days were again lived over and college stories told amid shouts of laughter from those present. The party was arranged in order of classes. Secretary Taft on the right and Mr. Cary on the left of the host.

Comment was made that Mr. Longworth was not among the guests at the Fish dinner, and an interesting story is current regarding the reason why. Miss Roosevelt, who is the daughter of the Ohio Congressman, it was said that she felt that she had not received the attention she thought it was her right to receive. She had been invited to the dinner, but she had rather held aloof from the trip from San Francisco. When this was repeated to them she retorted that she was not interested, and the result was that thereafter the attentions of Mr. Longworth were disputed every inch of the way.

On the night before the arrival in Yokohama a mock trial was held at which Senator Warren was sued by "Marie Brown" (Mrs. Driscoll, wife of the Representative from the Syracuse district) for breach of promise. A strong array of legal talent represented the prosecution and the defense. Supporting the contention of the coy maiden, whose affections had been tampered with, were General Grosvenor and Representative De Armond, while defending the big Westerner were Mrs. J. Ellen Foster and Representatives Curtis and Sherley. Secretary Taft was the presiding justice, and his associates were Judges Linberger and McGill. The clerk of the court was Burr McIntosh, acting as sheriff. The jury was selected with Miss Roosevelt as foreman, but she subsequently resigned her authority to Representative Payne, who was so obstreperous in questioning witnesses that counsel for both sides asked to have him put out, and he only held his job because Judge Taft declared that as a New-York lawyer Payne could not be expected to know any better.

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NO BLUEBEARD, BUT HAIR OF BLUE.

Cerulean Thatch, Mustache to Match, of Brilliant Azure Hue.

White is the natural color of the hair and mustache of John Muller, a painter, who fell into the hands of a policeman at Leonard and Elm streets yesterday morning, and who was arraigned before Magistrate Breen in the Tombs police court later on a charge of intoxication.

When arraigned Muller's hair and mustache as well as his overalls and jumper were a deep shade of blue. He explained that he had got mixed up with a paint pot which had overturned, and that accounted for his predicament.

"You look blue enough," said Magistrate Breen, "but let you go this time."

FINAL PANAMA PLANS.

To Be Recommended to President and Congress by Board of Engineers

(FROM THE TRIBUNE BUREAU.)
Washington, Aug. 20.—Everything is in readiness at the Mills Building Annex of the War and Navy Departments, in this city, for the session of the international board of advisers of the Isthmian Canal Commission, which body will meet on September 1. For several months the commissioners have been preparing facts and figures relating to the project on Panama and have accumulated a vast amount of material. All of the pertinent plans for a canal between Cristobal and La Boca will be placed before the advisory body. Many of the suggestions made are worthless, of course, and it is now being determined which of the more serious propositions are entitled to the consideration of the international experts. The sessions of the consulting engineers will continue so long as there appears any need of their deliberations, and arrangements have been made for a trip to Panama, if it shall appear that the experts desire a personal view of the situation. This will not be known until the board meets here probably. It is expected there will be a majority and one or more minority reports. It is known already that the members of the board are not agreed as to the type of canal, some favoring the sea level project and others being disposed to have the canal built above the sea level by the use of locks and dams. It is a big question and upon the result of the recommendations of the board will depend the policy of the canal commission. It will then be known whether the commission will have to revise its estimates of cost and ask for further authorization from Congress.

It has not been decided just what plans received from outside the commission will be presented to the board when it meets in Washington. Of course there will be the plans of the first commission, that of 1901, together with the later schemes from the same authoritative source. Then there will be the plans of the old De Lesseps company. It has not been decided to place the project of M. Bunau-Varilla before the board or those of London W. Bates, of New York. They are the principal plans from outside sources, but they have the defect of not being in sufficient detail. As one member of the commission said to-day, any one can get up a scheme for building the canal—and there are plenty of persons engaged in that pastime. But it is another thing to develop the details and apply the project practically on a working basis. The Bunau-Varilla plans contemplate a 130-foot canal, with a big dam at Gamboa to control the troublesome Chagres River. Its author estimates that a canal according to his plans can be built in four or five years, but no one on the commission entertains any such complacent view of the outcome. The engineers say it is impossible to construct a canal in any such period, and that a promise to that effect is absurd. The Bates plan is supposed to be a sea level one, but it is not quite in that class, as those who have examined it. Like the plans of M. Bunau-Varilla, it is lacking in necessary details and is too indefinite.

Along with these more serious propositions from people who might be in a position to make valuable suggestions there are a lot of projects of varying uselessness. People who have special appliances for digging canals, mostly on paper and altogether impracticable, have deluged the commission with their offers. They have one thing in common, that of doing the work in an incredibly short space of time, all the way from one year to three or four. Few of them think of naming a longer period. One man from the West has written in and asked to have the commission pay his way to Washington in order that he may place before the international experts a confidential scheme, which he could not trust to the United States mails. Of course, nothing will be done in his case.

Some of the members of the commission have ideas, which will be imparted to the consulting engineers, but no one has a complete plan of canal construction, outside of the project of the commission as a body, so far as it goes. The engineers on the present commission make suggestions, of course, and some of them have drawn up communications regarding the special problems, such as the control of the Chagres River, the lock construction and location and the building of dams, including the terminal works.

General George W. Davis, U. S. A. (retired), formerly governor of the canal zone, who is not an engineer in the professional sense, although he was a member of the Nicaragua canal commission, and a member of the commission of 1898-1903, whose home is at No. 501 West 120th-st., New-York City, is a member of the commission. He was formerly chief engineer of the New-York National Guard, and who has been in general practice as an engineer since 1894, being chief engineer of the Rapid Transit Commission of New-York; Professor William H. Burr, of Columbia University, who lives at No. 151 West 74th-st., New-York City, and who has been a consulting engineer for numerous public projects, and who obtained the first prize in the national competition for the memorial bridge across the Potomac River, and who served on the canal commission of 1902; General Henry L. Abbott, U. S. A. 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